

# The Hongkong Telegraph.



No. 379.

TUESDAY, APRIL 17, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

LANE, CRAWFORD & CO.

LAWN TENNIS SETS.

TENNIS BATS, BALLS, NETS, SHOES

and HATS.

LAWN MOWING MACHINES.

FRENCH BOOTS AND SHOES.

The New LIFE SAVING GARMENTS.

REVOLVERS, English and American.

Chubb's & Chatwood's Fire-proof SAFES.

LANE, CRAWFORD & Co.

Hongkong, 10th April, 1883. [296]

## Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS.....Tls. 940,553.95  
May, 1882.....

### DIRECTORS.

H. DE C. FORBES, Esq., Chairman.  
J. H. PINCKVOSS, Esq. | W. MEYERINK, Esq.  
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

### HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

### LONDON BRANCH.

Messrs. BARKING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,  
63 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457]

### NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN Secretary.

### HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000. EQUAL \$833,333.33.

RESERVE FUND.....\$70,858.27.

### BOARD OF DIRECTORS.

LEE SING, Esq. | LEE YAT LAU, Esq.  
LO YOK MOON, Esq. | CHU CHIK NUNG, Esq.

### MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [501]

## Notices of Firms.

### NOTICE.

THE Power given to Mr. T. G. WILLIAMSON to Sign our FIRM ceased on the 10th instant.

ADAMSON, BELL & Co.

Hongkong, 16th April, 1883. [295]

### NOTICE.

VICTORIA DISPENSARY.

DURING my absence Mr. STEWART MUNN McLEISH will SIGN my Name For Procuration.

WM. CRICKSHANK.

Hongkong, 26th March, 1883. [232]

### NOTICE.

CAPTAIN G. C. ANDERSON will act as SURVEYOR for the BUREAU VERITAS at this Port until further notice.

ROBT. MCURDO.

Hongkong, 11th April, 1883. [282]

## Auctions.

PUBLIC AUCTION OF VALUABLE HOUSES IN QUEEN'S ROAD WEST.

THE Undersigned has received instructions from the MORTGAGEE, to Sell by Public Auction,

### TO-MORROW,

the 18th day of April, 1883, at THREE P.M., on the Premises,

All those Pieces or Parcels of GROUND Registered as INLAND LOTS 447 and 448, measuring on Queen's Road West and on First Street 105 feet, on the East and West sides 210 feet, containing in the whole more or less 11,024 square feet. Yearly Crown Rent \$168, for 999 years from the 12th June, 1862. Together with the 7 HOUSES in Queen's Road West, Nos. 314 to 326, also 8 HOUSES on First Street, Nos. 79 to 93. For Particulars, apply to

J. M. GUEDES, Auctioneer.

Hongkong, 9th April, 1883. [270]

### PUBLIC AUCTION.

HOUSES IN BONHAM STRAND AND JERVOIS STREET.

THE Undersigned has received instructions to Sell by Public Auction, on

### TUESDAY,

the 24th day of April, 1883, on the Premises, at THREE P.M.—

All those PIECES or PARCELS of GROUND Registered in the Land Office as MARINE LOTS Nos. 28A and 144. Together with the 8 HOUSES erected thereon, Nos. 79 and 81, Jervois Street, Nos. 10, 12, 21, and 23, Burd's Lane, Nos. 52 and 54, Bonham Strand. The above will be sold in 2 Lots. For Particulars and Conditions, apply to

J. M. GUEDES, Auctioneer.

Hongkong, 14th April, 1883. [288]

## Intimations.

TENDERS will be received by the Under-

signed at or before 4 P.M. of TUESDAY, the 1st proximo, for the CONSTRUCTION and FITTING of a WOODEN PARTITION, ROCKS and SHELVING, in NAVAL STORE, Kowloon, according to Specification and Conditions which can be seen on application at the Naval Store Keeper's Office.

The right to reject the lowest or any Tender is reserved.

WILLIAM HYNES, Acting Storekeeper.

H. M. NAVAL YARD, Hongkong, 16th April, 1883. [294]

THE CHINESE INSURANCE COMPANY, LIMITED.

### NOTICE.

NOTICE is hereby given that ORIGINAL

SCRIP CERTIFICATE No. 1,973, dated 18th June, 1880, for THREE SHARES in the above Company, standing in the name of REUBEN SOLOMON has been LOST, and should the same not be produced before the 9th May next, a Duplicate thereof will be issued to REUBEN SOLOMON, and no transaction taking place under the said ORIGINAL SCRIP CERTIFICATE, No. 1,973, will be recognized by the Company.

By Order, D. McLAURIN, Acting Secretary.

Hongkong, 10th April, 1883. [278]

NOTICE.

THE OFFICES of the Undersigned have this day been REMOVED to the 1st Floor of 43, QUEEN'S ROAD CENTRAL, above Achce's Furniture Store.

DENNYS & MOSSOP, Solicitors and Notaries Public.

Hongkong, 31st March, 1883. [246]

G. FALCONER & CO. WATCH and CHRONOMETER MANUFACTURERS

AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [434]

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM, Late (stout) Partner in the "NAM-SING TAILOR SHOP."

Hongkong, 16th April, 1883. [290]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE. Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 11st March, 1883. [168]

LOST.

ON WEDNESDAY AFTERNOON between

Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and

CROSS. The Finder will be REWARDED, if necessary, on RETURNING the same to the

"HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883. [260]

## Intimations.

# JUST RECEIVED.

A CHOICE ASSORTMENT

# SHOES.

CHILDRENS' .....FROM \$0.35 PER PAIR.

LADIES' .....FROM \$1.00 PER PAIR.

# ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd April, 1883. [379]

SAYLE & CO.'S SHOWROOMS.

# SAYLE & CO.

NEW SPRING GOODS.

EX S.S. "GLENCOE."

WHITE DRESS MATERIALS. CREAM DRESS MATERIALS. NUNS' VEILINGS in every Color. SUMMER BEIGES in every Color. GALATEAS for Boys' Washing Suits. WHITE INDIA MUSLINS. NULL CORD MUSLINS. WHITE VICTORIA LAWNS. BLACK and COLORED SUNSHADES. LADIES' PATENT LEATHER SLIPPERS. LADIES' & CHILDRENS' BOOTS & SHOES.

New Patterns in POMPADOUR SATEENS. Plain Colored SATEENS in every Shade. FRENCH PERCALES in every Pattern. Specialities in ZEPHYR CHECKS. CANVAS CORSETS for Summer Wear. SUMMER PAJAMAH FLANNELS. Novelties in LADIES' SILK UMBRELLAS. Trimmed and Untrimmed HATS & BONNETS. A Choice Selection of FLOWERS. OSTRICH TIPS & FLATS in Light Colours. INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO., VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [349]

# W. BREWER.

HAS JUST RECEIVED.

A NEW LOT OF VERY FINE ENGRAVINGS, FRAMED AND UNFRAMED

NEW CABINET PHOTOGRAPHS. THE NEW COMBINATION DRAWING SLATES FOR CHILDREN.

A VERY FINE SELECTION OF PHOTOGRAPH FRAMES. PLAQUES, WALL POCKETS, BOOKSLIDES, PASSE PARTOUTS, VELVET MIRRORS.

PAINTED PANELS, AND FINE ART GOODS. WEBSTER'S UNABRIDGED DICTIONARY.

BRYANT AND STRATTONS BOOK-KEEPING. ARNOLD'S LIGHT OF ASIA.

ARNOLD'S NEW POEM "PEARLS OF THE FAITH" OR "ISLAM'S ROSARY." ZOLA'S NEW NOVELS TRANSLATED INTO ENGLISH "IN THE WHIRLPOOL."

NEW FRENCH NOVELS. NEW SEASIDE LIBRARY. BREWER'S GUIDE TO HONGKONG NOW READY.

W. BREWER, QUEEN'S ROAD.

Hongkong, 7th April, 1883. [703]

# KELLY & WALSH'S

## NEW AND POPULAR MUSIC.

### SONGS.

Some Day .....M. Wellings.  
The Roman Lass .....Stephen Adams.  
For Pity's Sake .....Stephen Adams.  
Moonlight and Roses .....Stephen Adams.  
In a Quiet Old Village .....S. G. Gatty.  
Going to Market .....S. G. Gatty.  
O Strange and Sweet .....Nessler.  
When I was young .....Nessler.  
Woman's Love and Kisses .....Nessler.  
The Pride O' Deal .....Kinross.  
King Henry's Song .....A. Sullivan.  
The Bell-Ringer .....Wallace.  
Thine Image only .....Nessler.  
Spine a Leak .....Stephen Adams.  
At the Port .....Calcott.  
A Song of Delors .....Lonsell.  
The Bird and the Cross .....Molloy.  
Three Merry Men .....Molloy.  
A Weathercock .....Seymour Smith.  
Ould Ireland So Green .....Forman.  
Love's Secret .....Sung by Mrs. Langtry.  
The Haven of Rest .....Marriott.  
Lyke as a Ship .....Cumyngame.  
Requiescat d'Amor .....Gould.  
Le Parlate d'Amor .....Gould.  
True British Soldier .....Barri.  
Outside .....Barri.  
Open the door to me .....E. M. St. John.  
Beyond the Stars .....Barri.  
So the World goes .....Bendall.  
Sweet Day so Cool .....Sullivan.  
Yeoman's Wedding Song .....Poniatowski.

My Queen Valse .....Cote.  
Dolores Valse .....Waldteufel.  
Danzonland Valse .....Bartho.  
Au Platons Valse .....Waldteufel.  
La Source Valse .....Waldteufel.  
Le Premier Baiser Valse .....Waldteufel.  
Valse Viennoise .....Waldteufel.  
Down Stream Walzes .....Henry.  
Les Yeux de Fanchette Valse .....Robinson.  
Secret of Love Valse .....Greville.  
Scottish Beauties Walzes .....Crown.  
Whip Poor Will Walzes .....Kinkel.  
Melo Valse .....Waldteufel.

The Miller and the Maid .....Marzials.  
Leaving yet Loving .....Marzials.  
In the North Country .....Marzials.  
If only .....Marzials.  
Dear Far Away .....Molloy.  
Because I do .....Molloy.  
Great Grandmother .....Molloy.  
Little Maid of China .....Molloy.  
Hearts .....Pinault.  
The British Tar .....Bentley.  
Teach me to forget .....F. Moir.  
Behind the Clouds .....Coward.  
At the Ferry .....M. Wellings.  
Kismet .....Molloy.  
Dear Far Away .....Molloy.  
Death or Glory .....Molloy.  
The Reason Why .....Adams.  
Father O'Flynn .....Stanford.  
Il Mio Carlo .....Campand.  
The Little Hero .....Stephen Adams.  
His Fame .....Hutchins.  
To be or Not to be .....F. L. Moir.  
Is my lover on the Sea .....F. L. Moir.  
One; two; three .....Berger.  
Spirit of Edgewood .....Jacobi.  
The old Barge .....Jacobi.  
In the Gloaming .....Jacobi.  
At Noon tide .....Jacobi.  
In the Moonlight .....Jacobi.  
Morn .....Jacobi.  
Jack and Jill .....Jacobi.  
The Old Poetry .....Molloy.

### DANCE MUSIC.

Valse-Galop .....Mottel.  
Day and Night Quadrilles .....Williams.  
Phoebe Polka .....Grenville.  
La Mascotte Quadrille .....Deranour.  
Elyre Polka .....Mantel.  
Claude Duval Polka .....Mantel.  
Boccaccio Polka .....Béne.  
Boccaccio Quadrille .....Cote.  
Claude Duval Quadrille .....Cote.  
Bille Taylor Quadrille .....Grenville.  
Sweet Kiss Polka .....Kinkel.  
Black Satin Polka .....Kinkel.  
A-Ton Bras Polka .....E. Piron.  
The Old Poetry .....Molloy.

KELLY & WALSH—HONGKONG.

Hongkong, April 14th, 1883. [160]

## To be Let.

TO LET.

A SMALL GODOWN, WATER FRONTAGE.

Apply to MORE & SEIMUND, Praya Central.

Hongkong, 3rd April, 1883. [253]

### TO LET.

No. 4, OLD BAILEY STREET.

No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

No. 7, GARDEN ROAD (at present occupied by Messrs. DEETJEN & Co., and will be vacant on the 30th June next).

No. 25A, PRAYA CENTRAL.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 10th April, 1883. [7]

### TO LET.

A TWO STOREY HOUSE (6 Rooms)

with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to D. NOWROJEE, Hongkong Hotel.

Hongkong, 6th April, 1883. [18]

## For Sale.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY.

NAVY BOILED LONG FLAX CROWN.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [458]

### FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

PINTS.....\$23 per Case.

Apply to MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

### FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS.

CHOY CHEW.

230, PRAYA WEST.

Hongkong, 5th April, 1883. [262]

### FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hack, Carriage Ponies or Jumpers.

Apply to R. FRASER-SMITH, Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

## Mails.

### U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, HONOLULU, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, via Yokohama and Honolulu, on SATURDAY, the 5th May, at THREE P.M., taking Passengers and Freight for Japan, Hongkong, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to Honolulu, San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the 4th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 14th April, 1883. [1]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

### NOTICE.

CONSIGNEES OF CARGO per Steamship

"GALIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

For further information apply to F. E. FOSTER, Agent.

Hongkong, 16th April, 1883. [15]

## Shipping.

### STEAMERS.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship



## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERS

OF

MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS

OF

AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 17, 1883.

THERE appears to have been a good deal of money and energy misapplied recently in altering and repairing the roads of the Colony. No one will attempt to dispute that, for the comfort and convenience of the public, it is absolutely requisite the various thoroughfares used for general traffic should be kept constantly in complete repair, and we think it will also be conceded that, considering the enormous staff employed in the survey department, no difficulty ought to exist in maintaining the whole of our streets in perfect order. It is quite certain that the Colony expends annually more money for the maintenance of our "roads and bridges"—alone, than would suffice to pay the entire expenses of many governments with equal pretensions to those of this dot on the ocean. Of course it is understood in all parts of the world that the services of great men must be liberally paid for; Hongkong is lucky enough to have a genius in her Surveyor-General, and she must consequently expect to make more than ordinary sacrifices for the exclusive possession of such a *rara avis*. Black swans, even amongst professional scientists, are so seldom to be met with, that we really cannot show too much appreciation of our choice treasure. We venture to hazard the opinion that if the survey department properly discharged the functions it is so well paid by the public to perform, no room for complaints as to the condition of the roads in the Colony would exist; we also venture to affirm that a great many of these roads are not nearly so satisfactory as they might and ought to be, which may be taken to indicate that some person or other has left undone a good many things he ought to have done. We might even go further and say that this erring official has also done a great many things which would much better have been left undone.

Jardine's Bazaar is in a shocking condition; many of the streets in the Wan-chai district are a discredit to the Colony. These localities are far removed from the gaze of that class which rides in carriages; the inconvenience of the wretched roads principally affect the poor people who reside or have business avocations in the neighbourhood. These poor people have not the courage to complain; judging from their past experiences they probably do not consider it worth while to undergo official impertinence and snubbing from colonial servants who are paid to be civil,

attentive and obliging to their employers—the rate-payers. Meanwhile the survey department is busy altering, amending and repairing roads which actually required neither repairs nor alteration. "The honourable the Surveyor-General's" subordinates are at present occupied on Garden, Lower Albert and Caine Roads. Garden Road, a thoroughfare almost unfrequented by the general public is being widened all the way from the Horse Repository to St. Patrick's Hall—how much farther this alteration will extend we cannot say—at a very heavy outlay. This is simply a waste of public money; but even presuming that what is no doubt an improvement were necessary, the work could easily have stood over until a more favorable opportunity, so that more urgent matters could be attended to. And it is exactly the same with Caine and Lower Albert Roads. The repairs to these thoroughfares were really not required at present. No doubt the enterprising official who directed the operations had excellent reasons for so doing; reasons, which we feel assured would be interesting to know, especially considering that after the rainy season the repairs on the higher levels will most probably require to be renewed. It is the lower levels of the town that need looking after, chiefly the streets to the eastward. Perhaps Mr. Price will not take amiss our suggestion that he would do well to pay a visit to Jardine's Bazaar and vicinity, when he can spare a few minutes from those gigantic undertakings which are at present so arbitrarily engaging his attention!

An American contemporary points out that it has been noted for some time past that France was not increasing in population as fast as other countries, and observes that this may fairly be taken as a sign of national retrogression. Although we can see no tangible grounds to confirm such a view in the particular case of France, the subject is sufficiently interesting to attract special attention. A short time ago the *Times* compiled a summary of the increase of population in various countries, in which the following facts are brought out:—

"For every ten thousand inhabitants there are one hundred and one births in Great Britain, one hundred and fifteen in Germany and still greater in Russia and the United States, and only twenty-six in France. This small excess of births over deaths in France is not due either to a high death rate or to a small proportion of marriages to population. Neither the death rate nor the marriage rate is exceptional in France. It must, then, be attributed to the birth rate, which is found to be lower in France than in any other country of Europe. Thus in Russia there is one birth for every twenty inhabitants; Germany, one for twenty-five; Austria-Hungary, one for twenty-six; England, one for twenty-seven; Italy, one for twenty-seven, and Spain, one for twenty-eight. In France the rate is one for thirty-seven."

Commenting on the above statements, our contemporary calls attention to the fact that travellers have long noted the steady decrease in the birth rate in France; which has been attributed to several causes. In the first place, the peasants or small landholders are averse to having large families, for economical reasons. The small patrimony upon the death of the parents must be divided among the children. It is said that the subdivisions have already become so minute that they are hardly sufficient to support more than one or two children as successors. The peasants are therefore compelled to be prudent, economical and thrifty. They lay up a little money, have as few children as possible, and endeavour to live comfortably.

Another reason which has been assigned for the small birth rate is, that very large quantities of sour wine are consumed in France. It is maintained that where an acid wine is largely consumed there will be few children. The connection between cause and effect, in this instance, is left for physiologists to trace out. But observing writers maintain, and certainly with some show of reason, that where sour wine is the common drink of the people few children will be found.

When the birth rate is low it is usually accepted by political economists as a sign of national decadence. It is stated to be low in New England among the descendants of old and native born families, but not because large quantities of sour wine are produced, and hardly for economic reasons, because the well-to-do New Englanders are able to support large families. Fifty years ago it was not an unusual instance to note that families in moderate circumstances had from ten to twelve children. They were proud of their numerous progeny. Now, however, such instances are rare. Worldly prosperous New England families do not reach patriarchal numbers, partly, it is presumed, because so many children are not wanted, and partly

because, if wanted, they could not have them, and keep up the artificial society which has become fashionable. The poorer classes are filling up the ranks. They are not afraid to have large families. In Great Britain we find the reverse of French decadence in the matter of large families. It is still thought to be a good thing to rear sturdy Englishmen, and a great many of them are sure to be wanted if Great Britain is to maintain her ascendancy in the world.

In the United States, notwithstanding the fact that in some of the older settled communities the birth rate is small, it is for the whole country nearly as large as that of Russia. This natural increase is greatly augmented by immigration, so that to-day it really makes little difference that old New England families no longer have a patriarchal number of children. It is only certain old families who, in the matter of increase, are in a mild stage of decadence in this country. But in France, the rule seems to be a decadence of population, and the exceptions are hardly worth noting. It would be of some interest, however, for political and social economists to inquire more minutely into the causes of the low birth rate of France.

## LOCAL AND GENERAL.

A REGULAR Lodge of Victoria, No. 1026, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 p.m. precisely.

THE American barque *Sarah Hignett* comes out of the Cosmopolitan Dock to-day, and the British barque *Carnatic* will dock there this afternoon.

A MARINE COURT of enquiry into the circumstances attending the loss of the British steamer *Minard Castle* will be held at the Harbour Master's office to-morrow morning at 10 o'clock.

THE membership in London clubs aggregates nearly 100,000. Their property is worth something over \$25,000,000. There are clubs exclusively for clergymen, and others whose members devote their meetings only to high gambling.

AMONG the items of public expenditures published recently in the English Financial Reform Almanac were \$180,000 spent upon the royal yacht. How pleased the people must have been, says an American contemporary, at the sight of royalty, "as they sailed, as they sailed."

THE last vintage in Italy was by far the best of recent years. The ordinary production is about 725,000,000 gallons per annum, but in 1880 and 1881 the yield fell to nearly 500,000,000. In 1882, however, the average was far exceeded, the production amounting to almost 800,000,000 gallons, while the quality was much above the average.

THE first Jewish marriage which has taken place in Madrid since the expulsion of the Jews from Spain two centuries ago was celebrated a few weeks since. The bride, who was wedded to her first cousin, was the daughter of a foreign merchant long established in the Spanish capital. More than fifty persons, including members of the very best society in Madrid, were present at the ceremony.

THE *Pall Mall Gazette* says: It is a very old story that the two millions sterling which London now expends every year on the relief of its poor does not save numbers of women and children from dying every day from starvation. In most cases the machinery of the Poor Law does not reach the sufferers at all; but sometimes, although it finds them out, it works too clumsily to be of any avail.

AN ENGLISH journal says of the new "Married Women's Property Act" for wives with bad husbands: "We regard the new act as an unmixed blessing, and, on the whole, we think it is favorable to society generally. One of its provisions that a married woman may enter into contracts, become a trustee or administratrix without the consent of her husband, is a doctrine almost sufficient to make Sir William Blackstone turn in his grave."

BISMARCK is subject to fits of dejection, when he declares that his life has been a failure; that he has never made any one happy, neither himself, his family, nor the nation at large. "If it were not for me," he once said, when in a dependent mood, "the world would have seen three great wars less, and 80,000 who died in their blood might have lived, and how many parents, brothers, sisters, widows would have been spared grief and tears!"

It is stated in some papers that the Admiralty is about to form a Flying Squadron. Two officers are named as likely to obtain the command, namely, H.R.H. the Duke of Edinburgh and the Senior Naval Lord of the Admiralty, Rear-Admiral Sir Frederick W. Richards. It is probable that the Duke of Edinburgh will not remain much longer on half-pay, but whether he takes command of the Flying Squadron or is sent out as second in command of the Mediterranean Fleet is not, we believe, as yet determined.

SAYS the *American and Chinese Commercial News* (a new paper lately published in San Francisco half in English and half in Chinese) of the 1st ult.—"We welcome to the Pacific Coast, Ing Kong Yow, who arrived recently from China. This gentleman has been selected, owing to his great intelligence and special training, to act as President of the Ninia Young Company, a benevolent society established in Chinatown. The objects are highly meritorious, and not confined solely to members—it benefits extend to all Chinamen requiring relief. Such a society was much required in this city; no doubt branches will, under Ing Kong Yow's wiseiding, be established all through the State."

A BILL has been introduced in the Chambers of the Netherlands for the demoralization of 25,000,000 florins.

It is rumored that Mr. H. E. Wodehouse will succeed Mr. C. V. Creagh as Superintendent of the Government Fire Brigade.

GIRL graduates in England wear gowns precisely like those worn by university men, and made by the same tailor. The only way to tell which from 't'other is to wait for a mouse.

LUM AKWAI, carpenter, and Chan Attack, coolie, were up before Captain Thomsett this morning on a charge of stealing copper nails from the Sam Sui Po Dock yesterday. Mahomed Ali, a watchman on the premises, stated that he searched the defendants as they were passing out of the dock and found on both of them a quantity of copper nails valued at 50 cents. Lum, in his defence, said that a few nails dropped in front of him just as he was being searched, but they were not on his person. Chan affirmed that he was carrying the nails back to the store when he was accused of trying to make away with them. Captain Thomsett could not quite take in the story told by the worthy couple and Lum and Chan were relegated to the parental care of Mr. Hayward for one month's hard labor.

LI AKAI, a culinary artist, was up before Mr. Wodehouse this morning on a charge of having in his possession 40 bundles of joss sticks. Chi Man Li, P.C. No. 324, said he saw the cook in that aristocratic quarter of the town known as Tai-ping-shan, with the joss sticks under his arm. He thought there was something queer about the party's looks and asked him to account for the possession of the sticks. The defendant could not satisfactorily explain how he got the timber so he took him up to the Police Station. Li, on being catechised by the magistrate, stated that a friend had given him the sticks in question and had left this place for his home in the interior. The yarn was a trifle thin for Mr. Wodehouse, and as the joss stick collar could not enrich the exchequer to the tune of \$10, he retired from the busy haunts of men for the space of one month, hard labor being generously added as a light amusement during his temporary withdrawal from the fragrance of Lascar Row and "Lanfer's Corner."

SAYS the San Francisco *Alta* of the 3rd ult.—"Sing Lum, the Chinaman who was to have been hanged yesterday, succeeded in eluding the vigilance of the death watch and committing suicide in his cell. It is characteristic of the race, to which the ignominy of a public execution appears to be a greater evil than the mere fact of death. A Chinaman under sentence of death for crime will always commit suicide, when hope is gone, if he is given an opportunity. The reason is that they traditionally regard suicide as no disgrace, while a violent death at the hands of the public executioner is a great one. When we read that the Emperor of China has given one of his Ministers who displeases him, or a subordinate officer who has been detected in corrupt practices, the permission to commit suicide, we are apt to regard it as a grim joke; but to the Chinese mind it appears an exhibition of true mercy. A Chinaman has as much preference for committing suicide, rather than being put to death by the executioner, as a soldier has for being shot rather than hanged. Suicide is probably more prevalent in China than in any other country of the world. Causes which in other countries would be thought trivial—such as inability to pay a debt at the stipulated time—are often sufficient to induce the Chinaman to take his own life. This habit, taken in connection with the practice of infanticide, which is so common in China, shows how light their regard is for human life. The Chinese are materialists and look upon death with few terrors, as a mere surrender of the body to the elements. It has been well said that the Chinese have a code of ethics, but no religion. Even Confucius confessed himself ignorant of the doctrine of immortality and considered it an unprofitable speculation."

MR. C. V. CREAGH, the deputy superintendent of Police, who will shortly proceed to Persia to take up his new appointment as Assistant Resident there, was waited upon yesterday by a deputation consisting of the principal officers of the Indian police force, and presented with some very handsome gold ornaments of Indian workmanship, as a mark of the respect and esteem in which he is held by them and also to show in a substantial manner how they have appreciated his kindness to them during his long term of service. The first party of Sikhs, numbering 108 men, was brought from India by Mr. Creagh in 1867, and of that party there only now remain two men in the colony. In 1868 Mr. Creagh brought another party of 105 men and officers (jemadar) and of the second party only one jemadar, one sergeant and one man are left. Mr. Creagh has been particularly associated with the Indian contingent of our police force, knowing their language and having a thorough understanding of their manners and customs. We are sure that our readers will be pleased to hear that Mr. Creagh's long connection with our very valuable peace protectors of the Sikh persuasion has received such graceful recognition at the hands of these remarkably fine specimens of manhood. The Sikhs are much downcast about Mr. Creagh's leaving the colony, and no doubt they will miss him much in many ways. Mr. Creagh has not only interested himself in connection with their regular duties but has also taken a deep interest in their private affairs and has been so to speak, their counsellor and arbiter in most of their little difficulties and disputes. The loss the colony will sustain by the departure of Mr. Creagh, if only judged by his influence with the Sikhs, will be a severe one and it is not too much to say that it will be almost impossible to find another man to take over his peculiar position, who will exercise the same control over these useful members of the force.

We have to acknowledge with thanks receipt of *The Chrysanthemum* for March. It is a capital number, several of the articles, more particularly "The Story of Riukiu (Loochoo) Complication" by Captain F. Brinkley, R.A., being exceedingly well written, and full of interest.

A GERMAN writer in the *Börsen Courier* proposes a plan for stopping ships suddenly so as to prevent collisions. He cannot conceive of a "brake" of sufficient power for the purpose, notes the inefficiency of reversing the engines at the last moment, but thinks he has evolved the secret from the "punching" of a gun or a rifle. He proposes to put on the front of the ship a sufficient number of immense cannons, to be loaded with gun cotton or dynamite or some other equally inoffensive material, ready to be fired by electricity at a moment's notice. The effect, he thinks, would be negative—the "punching" of the cannon would be sufficient to stop the largest ship at a moment's notice.

WILLIAM SMITH, of America, an unemployed carpenter, faced Captain Thomsett this morning on a charge of being drunk and disorderly yesterday at 9.15 p.m. Sheikh Hossein, P.C. 531, said his attention was attracted last night by hearing a great noise in the road near No. 3 Police Station. He went out and found the carpenter fighting with some "ricksha" coolies. The carpenter was the worse of drink so he took him into custody. Defendant said that a two wheeler driver whom he had employed was not satisfied with his fare, and made a great noise. The affair was settled by the American going into the "Retreat" for 6 days' hard labor, he being unable to ante up the fine of two Mexicans which his Wanship ordered him to part with.

A FORMIDABLE struggle is going on (the Paris correspondent of the *Daily Telegraph* says) among the creditors of Madame Sarah Bernhardt for the possession of the seven thousand and odd pounds realised by the sale of the great artist's jewellery. M. Bloch, the diamond "expert," appears to have a prior claim upon the money, as he advanced upon the jewellery a sum superior to the total amount realised, including some 3000*l.* said to have been paid for the release of the gems from the Mont de Piété. M. Worth and another dressmaker claim more than 1000*l.* for the costumes worn by Madame Bernhardt at the Vaudeville Theatre, while a host of other creditors demand various sums for "value received" in the shape of cash or goods. The affair is being examined by a court of law, and a decision will shortly be arrived at.

## PARIS.

(FROM OUR CORRESPONDENT.)

PARIS, March 5th, 1883.

In selecting Mr. Ferry to form a cabinet, M. Grévy had but Hobson's choice. The prime minister is the only man of the time. He is resolute, energetic, and tenacious. He is a good speaker and possesses a small dose of the dictatorial element which distinguished Gambetta, and whom he succeeds. If Jules Ferry will pursue a decided policy towards pretenders of every sort, he will not the less show a bold front to the Jacobin element of the Chamber. He is of course not popular with the extreme Radicals, that which would indicate him as the right man in the right place. His ministry will be homogeneous and decided to stand or fall by a common programme. Hitherto Cabinets were composed on the kaleidoscopic principle.

Mr. Ferry executed the decrees against the religious orders; he organized the Kroumir hypocrisy to seize Tunisia. He offends some people because his marriage was a civil ceremony; others find fault with his mutton chop whiskers, while Parisians have a rod in pickle for him, because, being Mayor during the siege, he gave citizens saw dust and bone-dust leaves instead of hot white rolls and *café au lait*. The important fact is we have a Cabinet at last, whose chief will not sprain his knee-cap like Duclerc while bowing to a Malagasy embassy, nor allow his *vous-mêmes* to run down as was the case with de Fallières. I beg to abstain from predicting if Jules Ferry will live for ever like the Assyrian Kings.

It is tacitly understood that the princes of the old reigning families holding commissions in the army and navy will be cashiered. Their presence is a danger to universal suffrage. Better allow them to remain on active service, when if they conspired they could be at once shot. If as civilians they conspire, the police can conduct them to the frontier under the aliens' and vagrants' act. Thus terminates the vaudeville, commenced by a poster from Prince Napoleon, ending in his acquittal, with tempests in his cups between Senate and Chamber.

The Senators have disappointed provisions by their pluck in throwing out the amended Proposition bill. The law must be made up of classes or individuals but for all. The Senators have done good service to the Republic by putting on the break and thus checking the impetuosity of the Chamber. In so acting they accurately gauged public opinion.

Having secured a ministry for France, M. Grévy can now enjoy his forty weeks' undisturbed. He can also abandon himself to the delights of being a grandfather. Depositions whether of employers or workmen must be aware at last that he can do nothing to galvanize the moribund condition of affairs or give an impetus to the insatiable foreign policy of France. The French continue to feel very sore at England's reorganizing Egypt without their aid, the *Times* ordinarily as grave as a mustard pot, view such conduct as "treason" by the Gauls. But why did the Gauls shrink the task of upholding the Khedive and sending Arabi to where belong? breezes blow soft on Ceylon's isle. English success in Egypt will ever be a look on this picture and on that, with respect to Algeria and Tunisia. Having girded up their loins for Madagascar, the Congo and Annam, the French are about doing the same for Lebanon. *Le Petit Parisien* says: "Much attention is given to one of the latest innovations, a Ladies' Exhibition of paintings now being held. Such will probably do it."

alleged, to cure the prevailing malady of ennui. Better fall back on painting and sculpture than on such dangerous calmants as morphine. It can perhaps ward off the fashionable disease nervous, an ailment the faculty says which formerly existed, only it was not "cured," a neglect that may explain the cures effected. The tragic end of the young Duchesse de Chaulnes has drawn much attention to the condition of the woman question. She belonged to the Slav race; a splendid beauty, but a Sphinx, and though penniless was selected as the wife of one of the first peers of France. She expired at the age of 24, in one of the humblest recesses of the Faubourg, suggesting a most suitable decoration for one of Zola's romances.

Cardinal Richelieu suffered from nervous, because when the moment arrived for making a decision on an important matter he shut himself up in his study and danced like a dervish. Sarah Bernhardt is a typical case of nervous; just now the malady must be critical. I passed by her pretty villa in the Avenue de Villiers a few days ago; in front is Melançon's house, on the opposite side Gouand's mansion. It had a neglected frowny look, suggesting the occupier had deeper cares to look after. Her husband seems very unhappy, and amicable relations no longer exist between him and the stepson aged 20. The family counted upon the sale of the jewels to meet the claims of creditors; a souvenir of Sarah Bernhardt could only command a fancy price—result deception. There are play goers who assert Sarah is less interesting in *Fedora* since she wants diamonds, and if the dress-maker and jeweller do not contribute to his dramas Sardou may shut up shop. In 1819 Mlle. Bourgoing was an actress endowed more by the Jewellers than nature's art; she appeared on the stage so as to recall the Roman Matron who was smothered under the weight of her jewels; the house applauded: "I did not know it was the custom at the theatre to applaud diamonds," observed an intelligent foreigner.

Madame Wilson, M. Grévy's daughter, was confined in the chamber and the bed occupied by the Emperor of Austria in 1867. No Palace in Paris has witnessed so many diverse tenants as the Elysée. It was built in 1718, was occupied by Madame de Pompadour, Napoleon I, Wellington, Murat, two Russian Emperors, Mehmet Ali, the Duchesse de Berry, Queen Christine and Napoleon III. It was there Napoleon I. signed his second abdication and his nephew concocted the Coup d'Etat of 1851. The Empress Eugénie had furnished it for the bachelor residence of her son.

The banks keep bustling and money-changers emigrate to foreign parts to escape the wrath to come. Except the Funds, all other scrip seems to be forsaken by investors. The coffers of the Bank of France are overflowing with money; people are afraid to speculate in any business. Money unemployed is always the most costly for its owner. No money, no credit; no credit, no business. Stocks could only be affected by a foreign war; they are held by four millions of persons, hence demoralized. There is a consolation in the sweet simplicity of the Three per Cent.

Richard Wagner was hated by the French not on account of his music but for his reflections on them. A letter from the deceased, dated 1876, explains that he only warned his countrymen not to imitate French tastes and ideas in matters of opera, but to be national, German in a word.

Munkacsy's picture, "Christ between the Two Thieves" is very far advanced; the artist prefers it to his "Christ before Pilate."

In turning over the pages of Pierre Belon's *Travels in Egypt* during the sixteenth century, he relates that one of the methods to discover rogues, consisted in giving the suspected three unleavened cakes of the size of an egg, to swallow, without anything to wash them down; those who failed were deemed culpable. The inhabitants of Alexandria at that time never used beds; they slept in the open air with a kind of cloak round them; they also avoided pens and writing of every kind, as fraught with danger. One of the industries most in vogue was the rearing of ichneumon, or Pharaoh's rat; these did duty for the domestic cat. The young shoots of the papyrus did duty as green peas. An inquiry is being instituted to find out why the price of bread remains the same in Paris, when the cost of flour has fallen 16 per cent.

Dr. Delanney draws attention to the fact that left handed persons indicate an inferior race; relatively, more women are left handed than men, and more adroit too with that hand. Children are born left handed but change during growth; our ancestors were left handed; idiots and the epileptic are generally so.

A former Archbishop of Paris, M. Deshayes, predicted that Sarah Bernhardt would be an actress.

The royalists convened a public meeting a few days ago to announce that Henri V. was coming; that though over 60, he mounted a horse like an old de camp and had a prodigious memory. The anarchists mustered in force; seized the tribune, denounced all kings, emperors and presidents, and sang the entrance march to buy crepe for the poor. Prince Knipovich and his fellow prisoners.

Had Louis XVII. not died in prison in June 1793 from lack of treatment, he would now be a twenty year old boy. There have appeared not less than 30 pretenders to his vacancy; the most notorious was a Louis XVII. born with the Bourbon arms marked on his arms and legs; on the other leg was the motto *Vive Louis XVII.*

*Le Nouveau Monde*, written in French by the Countess M. de Adam, was written to celebrate the centenary of American Independence. It is neither a success, nor a failure; devoid of interest there are several emotional episodes and the scenery is charming.

The most unhappy looking husbands are ever found to have the most attractive wives. A fiction of Paul de Coligny and Hellegouarc'h applied to the Gauls, who were said to have a very beautiful wife. At a Fair once, I saw a Gaul who did not look like a Gaul, but whose wife was a very beautiful woman. Such will probably do it."



## Entimations.

**"NOVELTY STORE."**

TERMS, CASH ONLY. S. MEYERS,  
MANAGER.

**For Sale.**

**F. BLACKHEAD & CO.**  
SHIPCHANDLERS, STORE-KEEPERS  
AND  
GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL.  
HAVE RECEIVED EX LATEST ARRIVALS.  
AMERICAN CAST STEEL SHOVELS  
DICKS

PICKS. AXES. HATCHETS.  
ENGINEERS' & HOUSEHOLD HAMMERS  
PATENT BIT-BRACES.  
ANCHOR BITS.

AUGER-BITS.  
DRILLS.  
GIMBLETS.  
SQUARES.  
PATENT BRASS PADLOCKS &  
CHEST LOCKS.  
MRS. POTT'S PATENT SADIRONS.  
COOKING STOVES.  
FAIRBANK'S SCALES  
FORCE PUMPS FOR SHIPS' USE.

**DRILLING MACHINES.**  
**BREAST DRILLS, AUTOM. BORING**  
**TOOLS.**  
**ANVILS, VICES, AND DRILLS COMBINED**  
**ANVILS.**  
**VICES.**  
**HITCHCOCK'S PATENT LAMP**  
**GLASS CUTTERS.**

SCROLL SAWS.  
 FAMILY GRINDSTONE.  
 BLACKSMITHS' BELLOWES.  
 &c., &c., &.  
 BEST WHITWORTH'S STOCK AND DIE  
 SCREW WRENCHES.  
 PLANE IRONS.  
 CHISELS.

HAMMERS.  
 PINCERS.  
 NIPPERS.  
 DIVIDER  
 RULES.  
 METAL SCISSORS.  
 METAL SAWS.

**TUBE EXPANDERS.**  
**OIL-FEEDERS.**  
**OIL-CANS.**  
**SALTER'S SPRING BALANCE SCALE.**  
**WESTON'S PATENT TACKLES.**  
**PATENT SOCKETS.**

**DISTRESS SIGNALS.**  
**HOLMES' PATENT SIGNAL LIGHT**  
**FOGHORNS.**  
**SIGNAL LAMPS.**  
**LIFE BUOYS.**  
**LIFE BELTS.**

**BOTTLE WASHING AND CORKING  
MACHINES.**  
&c., &c., &c.  
**SPARKLING SCHARZHOFBERGE  
FLENSBURG STOCKBEER.**

MARIENTHALER BEER.  
VEUVE CLICQUOT PONSARDIN  
CHAMPAGNE.  
Hongkong, 7th October, 1882.

---

C. L. THEVENIN.  
WINE AND SPIRIT MERCHANT

WINE AND SPIRITS  
HONGKONG HOTEL BUILDINGS,  
HAS FOR SALE.  
A FINE ASSORTMENT OF WHITE AND RED  
BURGUNDIES  
AT MODERATE PRICES.  
A Capital AMONTILLADO SHERRY.

Assorted LIQUEURS of the best quality.  
BON BONS, FRENCH PRESERVES  
FRESH BUTTER and CHEESE by E.  
French Mail, PERFUMERY, &c., &c.  
Hongkong, 2nd October, 1882.

---

**FOR SALE.**

PRICE \$1,000 ONLY.

**A BEAUTIFUL SUMMER RESIDENCE** in MACAO, comprising BUNGALOW with spacious FLOWER and VEGETABLE GARDENS, occupying a cool and healthy situation and commanding a magnificent view. Excellent spring-water, and sea bathing only a few yds.

For Particulars, apply to  
N. DA S.  
Pharmacia Lisbon  
Macao.  
Macao, 12th April, 1883.

**WILLIAM SCHMIDT & CO**

**GUNMAKERS & AMMUNITTY DEALERS**  
BEACONFIELD ARCADE  
All Arms, Ammunition, and Regquisites of every description.  
Arms Repaired, Cleaned & Converted

moderate charges.

**Sporting Guns and Ammunition always on hand.**



## Commercial.

## THIS DAY.

Owing to the departure of the English mail, share business has been rather quiet. Stocks have generally depreciated considerably during the past few days and further depression as regards market rates seems inevitable from recent proceedings. Banks continue on the downward line without any attempt having so far been made to stem the torrent. To-day the scrip is freely offered on the old conditions at 104 for the end of the month and 103 for cash, but not a single share has been placed. "China Traders" have fallen a "century" since yesterday, holders now offering to sell at 2000. Canton Insurance could be procured at 150, whilst Yangtze stock has fallen to 1100 without inducing speculators to invest. Business has been done in Hongkong. Fires at the reduced price of 1325, the stock leaving off fairly firm at the quotation. China Fires have also retrograded, offers to sell at 375 falling to attract customers. Docks are weak at 58 per cent. and Steamboats at 45 per share premium, and have every appearance of seeing lower rates. Inquiries after China and Manila Steam Co.'s scrip at 1225 failed to lead to business, holders standing off for better terms. China Sugars at 200 and Luzons at 103 had no charm for investors. A few loes are wanted at 178, but none are forthcoming at that rate. Other quotations remain unchanged.

## SHARES.

Hongkong and Shanghai Bank—Ex New Issue—150 per cent. premium.  
 Hongkong and Shanghai Bank—New Issue—154 per cent. premium.  
 Union Insurance Society of Canton—\$750 per share, sellers.  
 China Traders' Insurance Company—\$2,600 per share, sellers.  
 North China Insurance—Tis. 1,000 per share, buyers.  
 Canton Insurance Company, Limited—\$150 per share, sellers.  
 Yangtze Insurance Association—Tis. 1100 per share, sellers.  
 Chinese Insurance Company—\$215 per share, sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share, sales.  
 Hongkong Fire Insurance Company—\$1,125 per share, sales.  
 China Fire Insurance Company—\$375 per share, sellers.  
 Hongkong and Whampoa Dock Company—58 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$45 per share, premium, sellers.  
 China and Manila Steam Ship Company—1225 per share, buyers.  
 Hongkong Gas Company—\$80 per share, sellers.  
 Hongkong Hotel Company—\$185 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—2 per cent. prem. sellers.  
 China Sugar Refining Company, Limited—\$200 per share, sellers.  
 China Sugar Refining Company (Debtentures)—103 per cent. premium.  
 Luzon Sugar Refining Company, Limited—\$103 per share, sellers.  
 Hongkong Ice Company—\$178 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
 Chinese Imperial Loan of 1881—24 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/4  
 Bank Bills, on demand 3/4  
 Bank Bills, at 30 days sight 3/4  
 Bank Bills, at 4 months sight 3/4 @ 3/8  
 Credits, at 4 months sight 3/8 @ 3/8  
 Documentary Bills, at 4 months sight 3/8 @ 3/8  
 ON PARIS.—Bank, T. T. 4/5  
 Credits, at 4 months sight 4/5  
 ON BOMBAY.—Bank, T. T. 22 1/2  
 ON CALCUTTA.—Bank, T. T. 22 1/2  
 ON SHANGHAI.—Bank, T. T. 22 1/2  
 Bank, sight 72 1/2  
 Private, 30 days sight 73

## OPUM MARKET—THIS DAY.

NEW MALWA.....per picul, \$530  
 (Allowance, Taels 64.)  
 OLD MALWA.....per picul, \$555  
 (Allowance, Taels 24.)  
 NEW PATNA (first choice) per chest, \$572 1/2  
 NEW PATNA (second) per chest, \$562 1/2  
 NEW PATNA (without choice) per chest, \$555  
 NEW PATNA (bottom) per chest, \$575  
 NEW BAKERS.....per chest, \$560  
 OLD BAKERS.....per chest, \$550  
 NEW PERSIAN.....per chest, \$370  
 OLD PERSIAN.....per picul, \$390  
 (Allowance, Taels.)

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.									
	HONG KONG.	AMOI.	SWATOW.	MANILA.					
Barometer.	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8
Thermometer attached.	78.0	78.5	79.0	79.5	80.0	80.5	81.0	81.5	82.0
Direction of Wind.	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.
Force.	5	6	4	3	4	5	6	7	8
Dry Thermometer.	70.0	65.0	64.0	63.0	62.0	61.0	60.0	59.0	58.0
Wet Thermometer.	67.5	62.0	61.0	60.0	59.0	58.0	57.0	56.0	55.0
Weather.	b	c	b	c	b	c	b	c	b
Hourly Rain.	—	—	—	—	—	—	—	—	—
Quantity fallen.	—	—	—	—	—	—	—	—	—

Barometer, level of the sea in fathoms, less and more, in the open air, in a shaded situation. Direction of Wind, in registered every ten points. N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N.E., etc. Force of Wind, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## Shipping.

## ARRIVALS.

LING-FENG, Chinese gunboat, 16th April, from Pakhoi.  
 SHEN-CHU, Chinese gunboat, 16th April, from Chung-chow.  
 ILTIS, German gunboat, Commander Klaus, 16th April, from Parcel Island.  
 SWIFT, British gunboat, Lieutenant-Commander Collins, 16th April, from Amoy.  
 CHINKIANG, British steamer, 799, S.M. Orr, 17th April, from Shanghai.  
 GREYHOUND, British steamer, 227, D. Scott, 17th April, from Pakhoi.  
 CONSOLATION, British steamer, 764, W. B. Lind, 17th April, from Bangkok.  
 FEILUNG, British steamer, 752, W. H. Allison, 17th April, from Bangkok.  
 ANTON GUNTHER, British bark, 441, F. Steinbrugg, 17th April, from Keelung.  
 LAERTES, British steamer, 1391, R. F. Scale, 17th April, from Singapore.  
 BUTTERFIELD & SWIRE.

## CLEARANCES AT THE HARBOUR OFFICE.

Alvina, German steamer, for Chefoo.  
 Hector, British steamer, for Amoy.  
 Danube, British steamer, for Amoy.  
 Danube, British steamer, for Amoy.  
 Danube, British steamer, for Amoy.

## DEPARTURES.

April 16, Anton, German steamer, for Penang.  
 April 16, Colonia, American bark, for Portland, Oregon.  
 April 17, Nam-yan, French str., for Hoilow.  
 April 17, Dore-Yuan, Spanish str., for Amoy.  
 April 17, Danube, British steamer, for Swatow and Bangkok.  
 April 17, Canorta, Dutch steamer, for Amoy.  
 April 17, Ancona, British steamer, for Singapore, Bombay, &c.  
 April 17, Decima, German steamer, for Saigon.  
 April 17, Alvina, German str., for Chefoo, &c.  
 April 17, Danube, British str., for Amoy.

## PASSENGERS—ARRIVED.

Per Greyhound, str., from Pakhoi, &c.—Mr. Schuyler from Hoilow, and 14 Chinese.  
 Per Chinkiang, str., from Shanghai—Mrs. Orr, and 23 Chinese.  
 Per Consolation, str., from Bangkok—14 Chinese.

## DEPARTED.

Per Ancona, str., from Hongkong—Mr. and Mrs. G. R. Heines, Lieut. B. F. Holme, and G. A. Porter, for Singapore. For Penang—Messrs. Wong Ching and Won Hin. For Madras—Mr. Syed Cassim. For Venice—Mr. T. Walters and servant. For London—Mrs. J. S. Brewer. Captain F. E. Webb, Messrs. W. H. R. Mossop, J. Alexander, J. Blackburne, and Jas. Boyle. From Shanghai—Mr. A. Scheyon, for Singapore. For Melbourne—Mr. and Mrs. Herbert. For Venice—Mr. E. P. Hargreaves, and Messrs. J. Mackay and C. A. Pennington. From Yokohama—Mr. G. F. W. Hammond, for Brindisi. For London—Mrs. Minami, Mrs. Brindley, Miss Martyn, Messrs. G. F. Brindley, and H. Brindley.

## REPORTS.

The British steamship Greyhound reports left Pakhoi on the 15th instant, and Hoilow on the 15th. Had N.E. wind and heavy head sea with rain and foggy weather.  
 The British steamship Feilung reports left Koh-i-chang on the morning of the 16th instant. Experienced light winds and fine weather up to about lat. 19 N. and long. 112 E.; from thence to port had strong N.E. wind and sea with thick weather.  
 The British steamship Consolation reports left Koh-i-chang at 3 p.m. on the 16th instant. Experienced light S.E. and Easterly winds to lat. 19 N. and long. 113 E.; from thence to arrival had fresh N.E. gale and head sea with very thick weather. Anchored in Hongkong at 8 a.m. on the 17th.

The British steamship Chinkiang reports left Shanghai on the 14th instant at 5:20 a.m., and arrived in Hongkong at 7:30 a.m. on the 17th. From Shanghai experienced fresh S. Easterly gale and dark cloudy weather to Lamooka; from thence to arrival had moderate to light winds and cloudy weather.

## VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).  
 Annie J. Marshall, New York, Nov. 3.  
 Inca, Hamburg, Nov. 21.  
 Dato, Liverpool, Nov. 21.  
 A. and W. C., Liverpool, Nov. 21.  
 Sacramento, New York, Dec. 18.  
 Maria Magdalena, Hamburg, Dec. 21.  
 Importer, Cardiff, Dec. 21.  
 Elise, Penarth, Jan. 15.  
 Great Admiral, Penarth, Jan. 15.  
 Adolph Oberg, Penarth, Jan. 15.  
 Centennial, Liverpool, Jan. 17.  
 Friedlander, Liverpool, Jan. 17.  
 C. C. Truitt, Liverpool, Jan. 17.  
 Hydr, Liverpool, Jan. 20.  
 C. D. Bryant, New York, Jan. 23.  
 Fanny Skiffeld, New York, Jan. 23.  
 G. C. Truitt, New York, Jan. 23.  
 G. C. Truitt, Cardiff, Jan. 29.  
 G. C. Truitt, Cardiff, Feb. 2.  
 Undine, Cardiff, Feb. 2.  
 Mathilda, Cardiff, Feb. 6.  
 Carl Ritter, Liverpool, Feb. 13.  
 Elwell, Liverpool, Feb. 13.  
 Gordon Castle, Antwerp, Feb. 26.  
 Fredrick, Penarth, Mar. 1.  
 Afghan, London, Mar. 1.  
 Carl Ritter, Cardiff, Mar. 1.  
 Atalanta, Hamburg, Mar. 1.  
 Pandora, Trieste, Mar. 1.  
 Moser, London, Mar. 3.

## Post Office.

A MAIL WILL CLOSE  
 For Hoilow.—Per Salto, to-day, the 17th instant, at 5 P.M.  
 For Shanghai.—Per Loudoun Castle, to-day, the 17th instant, at 5 P.M.  
 For Hoilow and Pakhoi.—Per Actio, to-day, the 17th instant, at 5 P.M.  
 For Swatow, Amoy, & Foochow.—Per Douglas, to-morrow, the 18th instant, at 11:30 A.M.  
 For Straits and Calcutta.—Per Lannox, to-morrow, the 18th instant, at 2:30 P.M.  
 For Singapore.—Per Glenagair, to-morrow, the 18th instant, at 3:30 P.M.  
 For Singapore and Mauritius.—Per Brutus, on Thursday, the 19th instant, at 3:30 P.M.  
 For Saigon.—Per Yangtze, on Thursday, the 19th instant, at 4:30 P.M.  
 For Rangoon and Sandakan.—Per Thais, on Friday, the 20th instant, at 3:30 P.M.  
 For Singapore, Mauritius, and Bombay.—Per Ingo, on Monday, the 22nd instant, at 3:30 P.M.  
 For Straits and Bombay.—Per Bangalore, on Tuesday, the 24th instant, at 3:30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

ACTIV, Danish steamer, 268, N. C. Revebeck, 15th April, from Pakhoi, to Amoy and Macao.  
 BANGALORE, British steamer, 1,309, Hassall, 13th April, from Yokohama to Amoy, General.  
 BENLARK, British steamer, 1,484, John H. Clark, 12th April, from Saigon to Amoy, Rice and Paddy.  
 BRUTUS, German steamer, 460, Voge, 5th April, from Saigon to Amoy, Paddy.  
 DOUGLAS, British steamer, 982, S. Ashton, 14th April, from Fochow to Amoy, 12th, and Swatow to Amoy, 13th, General.  
 ESMERALDA, British steamer, 395, G. Wright, 24th March, from Manila to Amoy, General.  
 FAME, British steamer, 1,177, Stoppani, (tug plying) Hongkong and Whampoa Dock Co.  
 GAELIC, British steamer, 1,712, W. A. Turpen, 16th April, from San Francisco to Amoy, and Yokohama to Amoy, General.  
 GLENEAGLES, British steamer, 1,837, R. J. Gasdon, 11th April, from Saigon to Amoy, Rice.  
 HAINAN, British str., 290, Connor, 15th April, from Hongkong and Hoilow to Amoy, General.  
 HESPERIA, German steamer, 1,161, Petersen, 14th April, from Saigon to Amoy, Rice.  
 INGO, German steamer, 672, Jorlesen, 10th April, from Newchwang to Amoy, Beans.  
 JAPAN, British steamer, Fred. F. Flack, 20th March, from Calcutta to Amoy, Penang, and Singapore, 24th, Opium and General.  
 LENA, British steamer, 1,328, Scott, 29th March, from Calcutta to Amoy, Penang, and Singapore, 21st, and Singapore to Amoy, General.  
 LOUDON CASTLE, British steamer, 1,615, 15th April, from London to Amoy, and Singapore to Amoy, General.  
 MARLBOROUGH, British steamer, 1,175, M. Kunath, 13th April, from Saigon to Amoy, Rice and General.  
 MONCKYU, British steamer, 859, Loff, 7th April, from Glasgow to Amoy, General.  
 PEKING, British str., 934, G. Heumann, 15th April, from Saigon to Amoy, Rice and Paddy.  
 POO-CHI, Chinese steamer, 545, Dunn, 15th April, from Hoilow to Amoy, General.  
 SALTEZ, French steamer, 323, Biard, 15th April, from Hongkong and Hoilow to Amoy, General.  
 SEA GULL, American steamer, 48, Hayden, Nov. 19th, from China to Amoy, Insurance Co.  
 THALES, British steamer, 820, T. C. Woods, 14th April, from Swatow to Amoy, General.  
 VENICE, British steamer, 1,271, Drake, 16th April, from Nagasaki to Amoy, Coal.  
 YANGTZE, British steamer, 764, D. Casson, 12th April, from Saigon to Amoy, Rice.  
 YOTUNG, British steamer, 286, H. Kennett, June 23rd, from Quanghai to Amoy, General.  
 Kwook Acheong & Sons.

## SAILING VESSELS.

ABBE CARVER, American bark, 983, Pendleton, 15th April, from Newcastle, N.S.W., to Amoy, Coals.  
 ALDEN BASSIE, American bark, A. Noyes, 22nd Dec., from Portland, Oregon to Amoy, Spars.  
 CARNATH, British bark, 871, Alex. A. McPhail, 27th March, from Newcastle, N.S.W., to Amoy, Coals.  
 CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., from Manila to Amoy, Ballast.  
 CYPRUS, British ship, 1,392, Johnson, 11th Jan., from Middlebro 4th August, Iron.  
 C. B. HAZELTINE, American bark, 880, W. Kilkeny, 4th Feb., from Rio de Janeiro to Amoy, Petroleum.  
 EATARAM, German schooner, 457, R. Hertzberg, 6th April, from Gorontalo to Amoy, Rattans.  
 EDDERSIDE, British ship, 1,306, Lane, 29th March, from Newcastle to Amoy, Coal.  
 ELLEN, British bark, 499, C. Hodge, 4th April, from Newcastle, N.S.W., to Amoy, Coals.  
 ERNST, German bark, 664, H. D. Fundt, 25th March, from Shanghai to Amoy, General.  
 GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., from Newcastle, N.S.W., to Amoy, Coals.  
 HECHT, German schooner, 358, W. Floetz, 23rd March, from Amoy to Amoy, Sapanwood.  
 JOHN WONSTER, American bark, F. A. Houghton, 10th Feb., from Amoy, N.S.W., to Amoy, Dec. Coal.  
 KEPLER, German bark, 758, G. Othmer, 9th April, from Singapore to Amoy, Timber.  
 KJODENHAVN, Danish bark, 360, Magleby, 16th April, from Amoy to Amoy, Bricks.  
 LOUISA, German 3-m. sch., 245, Schierloch, and Jan., from Whampoa 31st Dec., General.  
 MAONAT, Norwegian bark, 696, A. C. Hansen, 15th April, from Newcastle, N.S.W., to Amoy, Coal.  
 MARY WHITRIDGE, American ship, 862, Geo. Freeman, 2nd Feb., from New York to Amoy, Kerosene Oil.  
 MERCURY, American ship, 1,156, Panno, 4th March, from Singapore to Amoy, Timber.  
 N. THAYER, American bark, 385, Crosby, 1st April, from Newcastle to Amoy, Coals.  
 PAPA, German bark, 728, F. H. Bannan, 5th March, from Cronstadt to Amoy, Flour.  
 PHOENIX, German bark, 683, M. Diewitz, 25th March, from Hamburg to Amoy, General.  
 PENOBSCOT, American bark, 1,133, O. G. Eaton, 28th March, from Newcastle, N.S.W., to Amoy, Jan. Coal.  
 PRECILLA, British bark, 767, B. Young, 25th March, from Newcastle to Amoy, Coal.  
 RAMIER, French bark, 280, S. Swary, 2nd April, from Keelung to Amoy, Coals.  
 ROBERT PORTER, American bark,